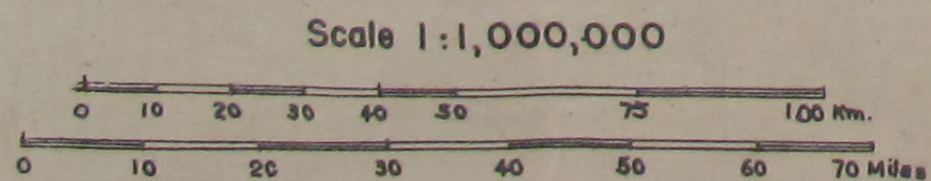
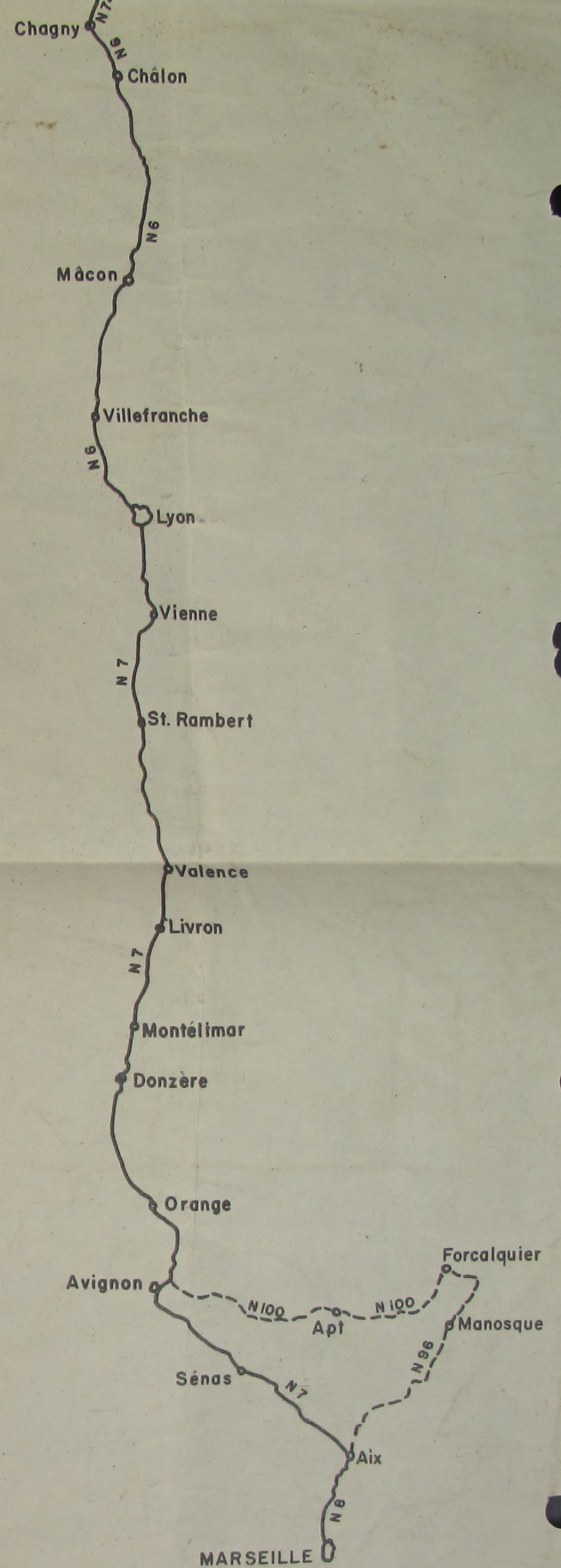


DBS TRANSPORTATION
HWY DIVISION
TRAFFIC CONTROL
FEBRUARY 1945



RESTRICTED



RESTRICTED





Echelle 2000 3000 4000 Yards
2000 3000 Metres 4000
EQUIDISTANCE DES COURBES DE NIVEAU 20 METRES AVEC
COURBES DE NIVEAU INTERCALAIRES EQUIDISTANTES DE 10 METRES
Dressée sous la direction du Survey Directorate, A F H Q, par le
30th Engineer Topographic Battalion, U. S. Army, 1944. Compilée
par des méthodes stéréophotogrammétriques (Multiplex)
d'après photographies aériennes datées de Mars 1944 et par
comparaison avec cartes françaises, 1:80,000 datées de 1926-34
Pointes géodésiques d'après les listes A F H Q des points
géodésiques.
20°13.95'E - Origine CARROYAGE LAMBERT FRANCAIS - ZONE III
ALTITUDES EN METRES

INDEX TO ADJOINING SHEETS
AND INCIDENCE OF GRID LETTERS
TABLEAU D'ASSEMBLAGE DES
FEUILLES ET POSITION RELATIVE
DES LETTRES DU CARROYAGE

XXIX-35 7&8	XXX-35 5&6 H	XXX-35 7&8 J
XXIX-36 3&4	XXX-36 1&2 N	XXX-36 3&4 O
XXIX-36 7&8	XXX-36 5&6	XXX-36 7&8

CONVERGENCE IS GIVEN FOR CENTERS
OF W & E SHEET LINES
LA CONVERGENCE EST DONNEE POUR LES CENTRES DES BORDS EST
ET OUEST DES FEUILLES
C = 1°38'E C = 1°45'E

MAGNETIC DECLINATION 1945
AT CENTER OF SHEET
FROM TRUE NORTH 6°54'W
FROM GRID NORTH 8°35'W
DECLINAISON MAGNETIQUE 1945
AU MILIEU DE LA FEUILLE
DU NORD GEOGRAPHIQUE NG 6°54'W
DU NORD LAMBERT NL 8°35'W
ANNUAL CHANGE 8' EASTERLY
VARIATION ANNUELLE 8' VERS L'EST

GN TN
NL NG

To determine magnetic north line, connect the point "P" on the south edge of the map with the value of the angle between GRID NORTH and MAGNETIC NORTH, as plotted on the degree scale at the north edge of the map.

EXAMPLE OF A GRID REFERENCE ON THIS SHEET
EXEMPLE D'UN POINT DONNE DU CARROYAGE SUR CETTE CARTE

LETTER EAST	LETRE EST	POINT NORTH	LA CHAPELLE NORD
Take West edge of square and read figures opposite this line on North or South margin.	Partir du bord gauche du carré et lire les chiffres en face de cette ligne dans la marge Nord ou Sud	Take South edge of square and read figures opposite this line on East or West margin.	Partir du bord sud du carré et lire les chiffres en face de cette ligne dans la marge Est ou Ouest.
Estimate tenths, eastwards	Calculer les dixièmes vers l'Est	Estimate tenths, northwards	Calculer les dixièmes vers le Nord
88	3	883	024
REFERENCE to nearest 100m.	H	883024	COORDONNEES valeur approchée à 100m.
Unit ----- 1 meter	Square ----- 1000 m.	Unité ----- 1 mètre	Carre ----- 1000 m.
Nearest similar reference on this Grid---500 kms.		Prendre garde que les mêmes coordonnées peuvent se répéter à partir d'une distance de---500 kms.	

Pour déterminer le nord magnétique (NM) il faut joindre, par une ligne sur la carte, le point de repère "P", placé au bord inférieur de la feuille, avec la valeur de l'angle entre le NL et le NM, telle qu'elle se trouve indiquée sur l'échelle graduée au bord supérieur de la feuille

VALENCE 1&2
FRANCE
N4455-E441/5X11



785000m. E.
AFHQ Extension of AMS M861 (G.S.G.S. 4411)

LEGEND

- Roads over 6 meters wide, metalled or paved
- Routes, larges de 6 mètres, macadamisées ou pavées
- Roads 3-6 meters wide, metalled or paved
- Routes, larges de 3 à 6 mètres, macadamisées ou pavées
- Secondary roads
- Chemin de grande communication
- Other roads-tracks, Footpaths
- Autres chemins-pistes, Sentiers
- Permanent land boundaries including Hedges, Ditches, Walls, Fences, Banks
- Limites permanentes renfermant Haies, Fosses, Murs, Clôtures, Berges
- Railway, double line with Station, Fills, Cuts & Halt
- Chemin de fer à deux voies avec Gare, Remblais, Deblais et Halte
- Railway, single line with Bridge & Tunnel
- Chemin de fer à une voie avec Pont et Tunnel
- Tramway or narrow gauge line, along Road
- Tramway ou chemin de fer à voie étroite, le long de la Route
- Power cable
- Cables transporteurs d'énergie électrique
- Roads in built-up area, with Bridge
- Routes traversant une agglomération, avec Pont

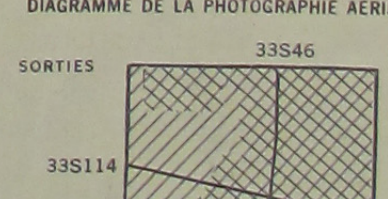
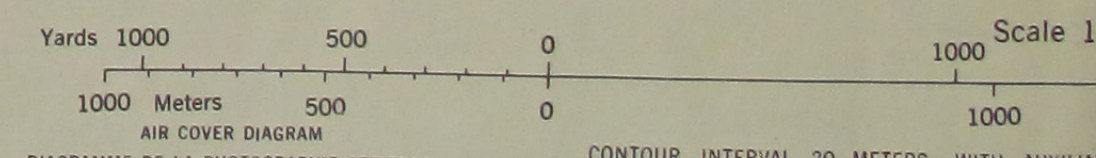
A. F. 4152

- Woods-brushwood, Scattered woods-brushwood, Orchards, Vineyards
- Bois ou broussailles, Bouquets clairsemés de bois ou broussailles, Vergers, Vignes
- Church, Calvary, Chapel, Cemetery
- Eglise, Calvaire, Chapelle, Cimetière
- Watermill, Windmill, Lighthouse
- Moulin à eau, Moulin à vent, Phare
- Trig. stations
- Stations géodésiques
- Photo principal point and Exposure number
- Point principal de la photo et numéro
- Well, Reservoir, Cistern
- Puits, Réservoir, Citerne
- Line of trees, Trees along roads
- Range d'arbres, Arbres le long du chemin
- Sand
- Sables
- Cliff or quarry, Rock
- Faïence ou carrière, Rocher
- Streams, Ditches, Marsh
- Ruisseaux, Fossés, Marais
- River, Estuary, Ferry
- Grands cours d'eau, Embouchures, Bac
- Canal, Locks, Subterranean
- Canal, Ecluses, Souterrain
- Lock

AERIAL PHOTOS OF 6" FOCAL LENGTH
MAR. 1944
LES PHOTOS AERIENNES. LONGUEUR
FOCALE 15 CM 24- MARS 1944

AERIAL PHOTOS OF 12" FOCAL LENGTH
OR LONGER- MAR. 1944
LES PHOTOS AERIENNES. LONGUEUR
FOCALE 30 CM 48 ET AU DESSUS- MARS 1944

Parts of this map have been compiled from small scale photographs only.
On these photographs all the detail usually shown on a 1:25,000 map cannot be seen and identified. Some detail may therefore have been omitted from the map.



CONTOUR INTERVAL 20 METERS, WITH AUXILIARY
(APPROXIMATE) CONTOURS AT 10 METER INTERVALS

Prepared under the direction of the Survey Directorate, A
by the 30th Engineer Topographic Battalion, U. S. Army
Compiled by stereophotogrammetric methods (Multiple
aerial photography dated Mar. 1944 and by reference to
1:80,000 dated 1926-34 Control from A F H Q trig lists.

FRENCH LAMBERT ZONE III GRID Origin - 44°06'N
HEIGHTS IN METERS

STANDING ORDERS
for
Troops on Board A.S.N. 24 - B.S.T. 394
by
Major C.B. Pitt, O.C. Troops

17 Feb 45

1. PARADES - 0730 hrs - Breakfast.
 0830 " - Sick parade under unit HCO's.
 0900 " - Muster on top deck of all troops.
 1100 " - Ships Inspection.
 1230 " - Dinner.
 1730 " - Supper.
 2100 " - *Ships Rounds - Quarters inspected for cleanliness*
2. ALARMS - Action stations - continuous ringing of ships bells or siren. All ranks will take cover below decks.
 - Abandon ship - one short, one long repeated on ships bells or siren. All ranks will go overboard and will be picked up by escorting vessels.
 - All clear - 3 ring on ships bells or siren.
3. BLACKOUT - It is the duty of all troops to maintain an efficient blackout. Blackout will be sounded verbally.
4. SMOKING - There will be no smoking on the tk deck or fwd of elevator on top deck. There will be no smoking above decks between sunset and sunrise.
5. DRESS - Troops will be properly dressed at all times. Dress includes:
 (1) battle dress, boots and anklets, web belt and beret.
 (11) Tunic may be worn with top button and hooks open.
6. GENERAL - (1) life preservers will be worn at all times. Care will be taken to avoid unnecessary damage.
 (2) all ranks will obey orders from ships Officers without question.
 (3) troops will not lean against guard rails.
 (4) crews quarters, showers and wash-rooms are out of bounds.
 (5) quarters will be kept clean and tidy at all times.

C.B. Pitt
(C.B. Pitt) Major
O.C. Troops.

Auxiliary Daily Dimes

Thomas H. Simmons, U.S.N.R. Lt-Col. H.E. Wright Maj. James S. Hollingsworth, T.C.
Ship's Master O.C. Troops Transport Commander
Vol. 1 No. 13 Somewhere at Sea Autumn 1943



Sgt. Harry Jenks
Personality No. 13.

Harry Jenks was born Feb. 20, 1919 in that small city of Kansas in Missouri. His family still live there and he still thinks "there is no place like home". Harry has a girl-friend but her whereabouts remain a deep, dark secret. (Apparently there are too many Wolves on board).

Sgt. Jenks was considered somewhat of a prodigy because his parents started him on a musical career at the innocent age of eleven. Harry went through high school and attended Kansas city university, majoring in piano and organ.

He first went into radio at the age of fourteen. Al Stone, the man who gave him his first job is now one of Harry's best friends. Sgt. Jenks continued at radio work and the entertainment field until two and a half years ago when he joined the army. Went into Field Artillery at Fort Bragg and in turn was assigned to Headquarters Battery as a bandsman. This held little appeal for Harry so he applied for a transfer to the Transport service, getting a berth on this ship Dec. 8, 1942.

Harry likes baseball, hockey and has played high school basketball.

Sgt. Jenk's post war plans are very definite. Having worked at various stations his first plan is to return to the radio field. Believes that television will be worked out so that they will be

just as universally used as the present radio. Incidentally, his post-war plans are along this line.

His present job on board is that of assistant to the Chaplain such as the radio broadcasting etc.

Harry feels quite at home on water now. Rough weather does not bother him now. He bunks with the transport Sgt. Major and could not wish for a better room mate.

We hope that the mere fact of him being personality No. 13 will have no bearing on his future voyages.

---ooOoo---

Owing to this being the last issue of this newspaper we are unable to print the entries of the remaining winners in our recent contest..

PUNCTURED

Before inoculation yesterday we were hoping that the nurses would have the job of handling the needle being the "gentler sex".

Once again, however, we were doomed to bitter disappointment because the stronger sex did most of this work.

The troops who have been on fatigues consistently since coming aboard deserve a great hand for the manner in which they carried out the many tasks.

Fatigue work is always a very unthankful job but jobs that must be done if we are to remain healthy living soldiers.

THANKS FOR EVERYTHING

The sincere thanks of all troops must be extended to the entire ship's crew for their indulgence in our weak efforts as sailors. Our thanks also to the staff responsible for the meals we have had on board. All of us feel sure that they will be sadly missed.

The Zanzibar Zippers will make another broadcast late this afternoon.

MOVIES - There will be no movies shown to-day time and the weather being responsible. -----

PADRE'S CORNER

Mark Twain once remarked - "The most human thing in this world is human nature". On this boat we have seen human nature at its best in the past two weeks. All religious denominations and many races have mingled, all in one endeavour to hasten that day when the evil forces of life shall be destroyed.

The life on this ship has been a demonstration that at heart and in basic beliefs, all men are one. Our differences are superficial. It is hoped we will carry forward into the future, the fine spirit which we have found in all our contacts of the past two weeks.

Thought for the Day - "Truth is mighty, and must prevail".

Capt. Harrigan will conduct the vesper service.

"Aren't We All"

by Cpl. Jack - 3 Provost Coy.
(2nd prize winner in the O.Rs. group).

It was a wet rainy afternoon and suited to his mood. He paced the length of the deck and retraced his steps. His brow was furrowed: he was thinking of the latest promotion in his unit.

Of course it hadn't been he, L*Cpl. Jones who had received the coveted second chevron. It had been that nitwit Smith. Couldn't they see... Of course the powers that controlled his destiny along with that of the others were blind. Hadn't he done everything in his power to train himself; wasn't he strong and self-reliant... No sick-parade for him, never..-

He squared his shoulders and walked more briskly. Strong - yes. He looked keenly at a C.S.M. who passed by. Perhaps some day he ruminated. His anger gathered strength. Yes, they would find out that they were wrong. He clenched his fists until the knuckles showed white. A low moan escaped him. His mood seemed to match the sombre black skyline. His fury mounted: his face was ashen. In retrospect he saw outlined in every action of his army career the individualism that had always made him refuse the favours which might have lead to his promotion.

He moaned again, low - Strong, yes... self-reliant --- but, and staggering to the ship's rail, put his head and shoulders towards the green seabers and gave this all.

Last night's show was not for our benefit but we feel sure that all of us have learned a lesson of some kind.

B	I	G	O	T	F	A	T	H	E	R
O	N	E	S	A	R	T	O	D	E	
L	A	M	S	E	T	T	L	E	D	
S	T	L	O	B	E	E	N			
T	E	N	A	C	E	I	D	S		
E	I	T	R	O	T	P	A			
R	A	C	E	T	H	E	S	I	R	
D	E	N	S	E	E	V	E			
S	O	R	T	E	D	A	N	N	O	N
E	M	A	M	I	N	T	A			
E	G	E	R	A	N	P	A	S	S	

Here is the answer to yesterday's cross-word puzzle.

Wrestling

The boxing fans were treated to a pleasant surprise when they witnessed a wrestling bout between two brothers C.H. Quillman and C.A. Quillman, both of the 11th Ed Regt, RCA.

This had all the appearances of a grudge bout and ended with fall for each when C.A. Quillman suffered a "Charley horse" in the back of his leg. A return bout is looked forward to if the weather breaks and is looked forward to by all who witnessed the first bout.

To-day's paper is our last issue. Even though we have proved a disappointment to some we have every reason to believe that the majority on board got a kick out of our efforts.

Gar, Stoopid raised the most criticism and we took it on the chin from all sides. However, we would like to make amends by saying "there are not any such beings on board".

The entire staff comprised of Mr. Guyton, B.S.M. Dickenson, Sjt. Button, Bdr. Crowe, Bdr. Lane, L*Bdr. Stone, and Gens. Ruffo, Lehman, Donholm and Pte. Carpenter, thank everyone for their indulgence and co-operation.

Perhaps some of you other chaps will have the opportunity of doing the same thing at some other time and rest assured of our support (and sympathy).

"Bon-voyage and Good luck".

LT-COL. A. DeMAIO AND SENIOR OFFICERS

R.C.E.M.E. 1 CDN INF DIV

REQUEST THE PLEASURE OF YOUR COMPANY

AT AN R.C.E.M.E. DINNER

TO BE HELD ON

TUESDAY, THE THIRD OF OCTOBER

AT

PARK PLAZA HOTEL RICCIONE

RSVP

1900 hours FOR 2000 hours

Dear Bert -

Expect to sail within
48 hrs and just a note
to thank you for the
excellent cooperation
you have given me.

Also thanks for the
famous showers and
Luncheon.

My regards to all your
officers and other ranks
and the Best of Luck
to all.

Sincerely

Ford A. Murphy

Friday
3 Mar. 44.



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